

# SENATE RECORD VOTE ANALYSIS

105th Congress  
1st Session

Vote No. 6

February 6, 1997, 3:01 pm  
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## SLATER NOMINATION/Secretary of Transportation

**SUBJECT:** Nomination of Rodney E. Slater, of Arkansas, to be Secretary of Transportation. Confirmation.

### ACTION: NOMINATION CONFIRMED, 98-0

**SYNOPSIS:** Rodney E. Slater was born February 23, 1955 in Tutwiler, Mississippi. He received a B.S. degree from Eastern Michigan University in 1977 and a J.D. degree from the University of Arkansas School of Law in 1980. His employment history is as follows: May 1980-March 1982, Assistant Attorney General in the Litigation Division, Arkansas State Attorney General Office; March 1982-January 1983, Deputy Campaign Manager, Clinton for Governor Campaign Committee; January 1983-January 1995, Special Assistant to Arkansas Governor Bill Clinton; January 1985-March 1987, Executive Assistant to Arkansas Governor Bill Clinton; March 1987-June 1993, Director of Governmental Relations, Arkansas State University (leave was taken in this time frame to work on the Clinton Presidential Campaign and to serve as a consultant to the Department of Transportation); February 1992-July 1992, Deputy Campaign Manager, Clinton for President; July 1992-November 1992, Deputy Campaign Manager, Clinton-Gore '92 Committee; November 1992-January 1993, Deputy to Transition Director Warren Christopher, Clinton-Gore Presidential Transition and the Democratic National Committee Services Corporation; April 1993-June 1993, Consultant, Federal Highway Administration; and June 1993-present, Administrator, Federal Highway Administration.

**Those favoring** confirmation contended:

Rodney Slater is well qualified to serve as Secretary of Transportation, he has broad, bipartisan support, and the Nation is lucky that the President has nominated someone of his caliber to serve because the Transportation Department is going to face some very difficult challenges in the next few years. Mr. Slater has high-level experience in transportation issues dating back to 1987. He has been first a member and then the chairman of the Arkansas State Highway Commission, and for the past 4 years he has served as the Administrator of the Federal Highway Administration (FHWA). As Administrator, he has managed a \$20 billion annual budget in

(See other side)

YEAS (98)				NAYS (0)		NOT VOTING (2)	
Republican (53 or 100%)		Democrats (45 or 100%)		Republicans (0 or 0%)	Democrats (0 or 0%)	Republicans (2)	Democrats (0)
Abraham	Hutchinson	Akaka	Johnson			Bennett- <sup>2</sup>	
Allard	Hutchison	Baucus	Kennedy			Thurmond- <sup>2</sup>	
Ashcroft	Inhofe	Biden	Kerrey				
Bond	Jeffords	Bingaman	Kerry				
Brownback	Kempthorne	Boxer	Kohl				
Burns	Kyl	Breaux	Landrieu				
Campbell	Lott	Bryan	Lautenberg				
Chafee	Lugar	Bumpers	Leahy				
Coats	Mack	Byrd	Levin				
Cochran	McCain	Cleland	Lieberman				
Collins	McConnell	Conrad	Mikulski				
Coverdell	Murkowski	Daschle	Moseley-Braun				
Craig	Nickles	Dodd	Moynihan				
D'Amato	Roberts	Dorgan	Murray				
DeWine	Roth	Durbin	Reed				
Domenici	Santorum	Feingold	Reid				
Enzi	Sessions	Feinstein	Robb				
Faircloth	Shelby	Ford	Rockefeller				
Frist	Smith, Bob	Glenn	Sarbanes				
Gorton	Smith, Gordon	Graham	Torricelli				
Gramm	Snowe	Harkin	Wellstone				
Grams	Specter	Hollings	Wyden				
Grassley	Stevens	Inouye					
Gregg	Thomas						
Hagel	Thompson						
Hatch	Warner						
Helms							

#### EXPLANATION OF ABSENCE:

- 1—Official Business
- 2—Necessarily Absent
- 3—Illness
- 4—Other

#### SYMBOLS:

- AY—Announced Yea
- AN—Announced Nay
- PY—Paired Yea
- PN—Paired Nay

an agency with 3,500 employees and an office in every State. He has impressed both local officials and Members of Congress with his ability to work within the system to get things done. For instance, after the devastating Northridge, California earthquake damaged major transportation arteries, he cut through departmental redtape in order to provide alternate transportation routes and to rebuild vital highways in record time. Members on both sides of the aisle have found that he is always willing to listen to their concerns and to act to resolve transportation problems within individual States without any partisan bias.

More than \$700 billion is devoted annually to transportation products and services, and 1 out of 10 Americans are employed in the industry. Further, transportation routes are an indispensable part of the basic infrastructure of our Nation. If they are in disrepair or are inadequate, all other industries suffer. Serving as Transportation Secretary is thus an extremely important post at any time. In the next few years its importance is going to increase. The paramount need to balance the budget is going to put great pressure on the Department of Transportation's budget. With fewer resources, the Department will have to run more efficiently and effectively or our transportation infrastructure will deteriorate. Further, the law governing the basic direction of our transportation policy (the Intermodal Surface Transportation Efficiency Act; ISTEA) is due for reauthorization. Numerous contentious issues, such as funding formulas, Essential Air Service, and passenger rail service, are going to have to be resolved by Congress and then implemented by the Department. We are confident that Rodney Slater will be able to rise to the challenges that the Department will face in the next few years. We are pleased to vote in favor of his confirmation.

**No arguments were expressed in opposition to confirmation.**